(b) what are the main reasons for the accidents;

(c) what is the total loss of life and property and what steps have been taken to avoid such accidents; and

(d) what are the details year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI. K.C. LENKA): (a) to (d) The number of train accidents, causes thereof, loss of lives and cost of damage to railway property for the last three years on South Central Railway is as under:—

| | | 1989-90 | 1990-91 | 1991-92 |
|---|---|---|---|---|
| 1. | Number of train accidents | 47 | 59 | 64 |
| | **Causes** | | | |
| 2. | Failure of Railway Staff | 27 | 40 | 48 |
| 3. | Failure of other than Railway Staff | 2 | 3 | 3 |
| 4. | Equipment Failure | | | |
| | (a) Mechanical | 8 | 7 | 3 |
| | (b) Track | 5 | 4 | 3 |
| 5. | Sabotage | 1 | 4 | 5 |
| 6. | Incidental | 1 | — | 1 |
| 7. | Cause could not be established | 3 | 1 | 1 |
| 8. | Loss of lives | 5 | 90 | 30 |
| 9. | Cost of damage (in crores) | 2.45 | 6.32 | 6.33 |

The steps taken to avoid such accidents include removal and rehabilitation of overaged assets like track, bridges, rolling stock, etc. Intensive inspections are also carried out of signalling & telecom gears, maintenance depots of wagons and locomotives and quality of out turn from the workshops. Staff in operational categories are given intensive training and their performances are monitored. In addition, inspection of track and examination of coaches, wagons and locomotives have been intensified. Ultrasonic testing of rails and axles are being resorted to identify fractures. Drivers are being monitored and counselled with regard to their driving techniques.

**Completion of Korapur-Rayagada Railway Line**

1165. SHRI PRAVAT KUMAR SAMANTARAY: Will the Minister of RAILWAYS be pleased to state:

(a) what was the target date for completion of Korapur-Rayagada Railway line and what is the progress made so far and by when this line is expected to be opened for traffic;

(b) whether Government propose to extend the Nizamuddin-Sambalpur Train upto Rayagada, Railway Station where washing and cleaning facilities are existing; and

(c) if so, what are the details?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Target date was 31.3.92 Progress made is 92.20% upto January, 93. Now the line is expected to be completed and opened for traffic during 1993-94.

(b) No, Sir.

(c) Does not arise.

**Dues to Railways**

1166. SHRI ANANT RAM JAISWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a heavy amount of money is due to Railways from National Thermal Power Corporation (NTPC), Delhi Electric Supply Undertakings (DESU) and various State Electricity Boards (SEB);

(b) if so, what is the outstanding dues separately against NTPC, DESU and each State Electricity Board as on 31st January 1993 and what action has been taken to recover them; and

(c) whether the imposition of prepayment condition of dues and other effective steps are proposed to be taken in order to curb the tendency of non-payment of dues to Railways, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir.

(b) As regards outstanding dues separately against NTPC, DESU and each State Electricity Board as on 31st January 1993, the information is being

collected and will be laid on the table of the House.

State Electricity Boards, Delhi Electric Supply Undertaking and National Thermal Power Corporation have been repeatedly requested to clear the outstanding dues. It has also been decided to recover from Central Plan Assistance to States an amount of Rs. 308.05 crores outstanding from State Electricity Boards as on 30.11.1991 in four equal annual instalments.

(c) Compulsory prepayment has been enforced for coal consignments booked to Panipat and Faridabad Power Houses of Harvana State Electricity Board w.e.f. 1.11. 1992 and 1.12.1992 respectively.

**Providing the Railway Safety Fund to States**

1167. SHRI AJIT P.K. JOGI:
SHRI CHHOTUBHAI PATEL:

Will the Minister of RAILWAYS be pleased to state the amount provided to various States from the Railway Safety Works Fund during the last three years. State-wise, together with the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA):

*Details of Amounts Accrued to the States from the Railway Safety Works Fund during the Last three Years*

(Rs. in lakhs)

| States | 1989-90 | 1990-91 | 1991-92 |
|---|---|---|---|
| Andhra Pradesh | 18.70 | 17.33 | 17.09 |
| Arunachal Pradesh | 0.01 | 0.02 | 0.02 |
| Assam | 3.63 | 3.49 | 3.45 |
| Bihar | 20.28 | 19.14 | 18.88 |
| Goa | 0.32 | 0.31 | 0.30 |
| Gujarat | 14.25 | 13.24 | 13.06 |
| Haryana | 3.95 | 3.79 | 3.74 |
| Himachal Pradesh | 0.24 | 0.23 | 0.22 |
| Jammu & Kashmir | 1.29 | 1.20 | 1.19 |
| Karnataka | 8.10 | 7.58 | 7.47 |
| Kerala | 8.89 | 8.25 | 8.13 |
| Madhya Pradesh | 14.66 | 14.04 | 13.84 |
| Maharashtra | 56.22 | 52.43 | 51.70 |
| Manipur | 0.04 | 0.03 | 0.03 |
| Meghalaya | 0.09 | 0.09 | 0.09 |
| Nagaland | 0.38 | 0.38 | 0.38 |
| Orissa | 3.83 | 3.74 | 3.69 |
| Punjab | 7.61 | 7.20 | 7.10 |
| Rajasthan | 11.78 | 10.61 | 10.46 |
| Sikkim | 0.02 | 0.01 | 0.01 |
| Tamil Nadu | 17.09 | 15.96 | 15.74 |
| Tripura | 0.09 | 0.10 | 0.10 |
| Uttar Pradesh | 37.48 | 35.76 | 35.26 |
| West Bengal | 17.94 | 16.68 | 16.45 |
| TOTAL | 246.89 | 231.61 | 228.40 |

**मीटर लाइनों का बड़ी लाइनों में परिवर्तित किया जाना**

1168. **श्री अजीत जोगी:**
**श्री छोटूभाई पटेल:**

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या मीटर लाइनों को बड़ी लाइनों में परिवर्तित किए जाने का कार्य बड़े पैमाने पर किया जा रहा है;

(ख) यदि हां, तो उसका ब्यौरा क्या है;

(ग) क्या उपर्युक्त परिवर्तन कार्य के कारण इन्दौर-दोहद रेल लाइन जैसी नयी स्वीकृत रेल लाइनों का कार्य ठप्प हो गया है; और

(घ) उपर्युक्त भाग (क) और (ग) में उल्लिखित स्वीकृत कार्यों का ब्यौरा क्या है और इस हेतु गत वित्तीय वर्ष और चालू वित्तीय वर्ष के दौरान कितनी धनराशि आवंटित की गई है?

**रेल मंत्रालय में राज्य मंत्री (श्री के०सी० लेंका):** (क) जी हां।

(ख) 8वीं योजना में 6,000 कि०मी० मी०गा०/छो०गा० का आमान परिवर्तन करने का लक्ष्य है जिसमें से 92-93 में 1200 कि०मी० लंबी लाइनों के आमान परिवर्तन का लक्ष्य निर्धारित किया गया था जबकि 92-93 में 1350 कि०मी० लंबी लाइनों का आमान परिवर्तन पूरा कर लिए जाने की संभावना है।

(ग) जी नहीं।

(घ) वर्ष 1991-92 में नई लाइन तथा आमान परिवर्तन की कोई परियोजना शामिल नहीं की गई थी।